

MEMPHIS APP CON
119.1 291.6 (176°-355°)
125.8 338.3 (356°-175°)
D-ATIS
127.75

WALNUT RIDGE
114.5 ARG
Chan 92

FL210 290K

HORIS
FL190 290K

RAZORBACK
116.4 RZC
Chan 111

GILMORE
113.0 GQE
Chan 77

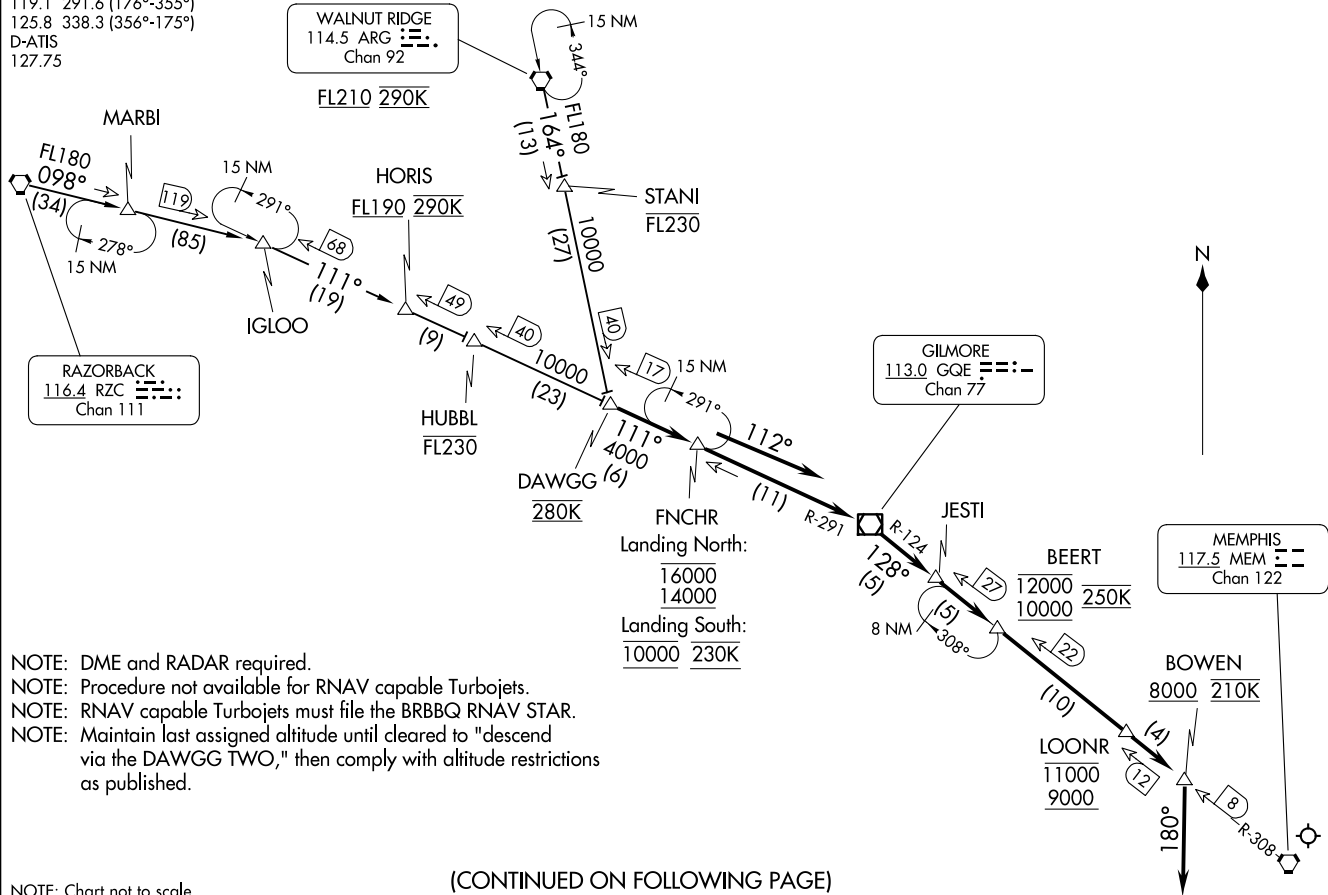
MEMPHIS
117.5 MEM
Chan 122

FNCHR
Landing North:
16000
14000
Landing South:
10000 230K

NOTE: DME and RADAR required.
NOTE: Procedure not available for RNAV capable Turbojets.
NOTE: RNAV capable Turbojets must file the BRBBQ RNAV STAR.
NOTE: Maintain last assigned altitude until cleared to "descend via the DAWGG TWO," then comply with altitude restrictions as published.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)



ARRIVAL ROUTE DESCRIPTION

RAZORBACK TRANSITION (RZC.DAWGG2): From over RZC VORTAC on RZC R-098 to IGLOO, then on GQE R-291 to DAWGG, thence. . . .

WALNUT RIDGE TRANSITION (ARG.DAWGG2): From over ARG VORTAC on R-164 to DAWGG, thence. . . .

LANDING NORTH: From over DAWGG/GQE 17 DME on GQE R-291 to cross FNCHR/GQE 11 DME at or above 14000 and at or below 16000, then on GQE R-291 to GQE VORTAC, then on GQE R-124 and MEM R-308 to JESTI/MEM 27 DME, then on MEM R-308 to cross BEERT/MEM 22 DME at or above 10000 and at or below 12000 and at 250K, then on MEM R-308 to cross LOONR/MEM 12 DME at or above 9000 and at or below 11000, then on MEM R-308 to cross BOWEN/MEM 8 DME at or above 8000 and at 210K, then on heading 180°, expect radar vectors to final approach course.

LANDING SOUTH: From over DAWGG/GQE 17 DME on GQE R-291 to cross FNCHR/GQE 11 DME at 10000 and 230K, then on heading 112°, expect radar vectors to final approach course.